52,000.

New York, March 28.—Petroleum opened steady, advanced 1½c, then declined ½c and closed steady; Pennsylvania oil —Spot sales, none; April option—Opened at 55c; highest, 55½c; lowest, 54½c; closing. 54½c. Lima oil —No sales; total sales, 32,000 barrels;

LATE NEWS IN BRIEF.

-Minnesota Democrats seem to be almost solid for Cleveland.

-Bunkoer O'Brien has been sentenced at Albany to ten years' imprisonment.

—The mangled body of a man floated out of a Chicago sewer into Lake Michigan Sun-day.

—The Spanish Government has drafted a stringent decree for the punishment of Anar-chist outrages.

—Detroit police have arrested three suspects who are charged with kindling a large number of recent fires in that city.

—Severe snow storms are again reported in the North of Wales, England and Scot-land with drifts from two to five feet deep.

-Six San Francisco men stole a boat Sun

day, and while rowing across the bay were caught by the tide and capsized. Four of the party drowned.

-Workingmen at Sydney, N. S. W., have held a mass meeting and urge the Colonial Parliament to take steps against the introduction of negro labor.

-H. O. Peterson, Treasurer of Hennepin county, Minn., has been suspended from office. The Examining Board reports the Treasurer \$1,200 short in his accounts.

Treasurer 31, 200 snort in his accounts.

The first issue of the Amalgamated Presman's Journal and National Press was published yesterday in Dublin. In an editorial it said: "Henceforth we will serve no party or clique."

or clique."

—The Pope has received from Archbishop Corrigan a detailed report of the meeting held in Cooper Union. New York, March 2, in celebration of the 32d anniversary of the birth of His Holiness.

—Thomas McCue, the convict who fatally wounded James A. Bloomer in the Eastern Penitentiary, will shortly face a jury on the charge of murder in the first degree. It is stated that his case will be railroaded.

—M. E. Green, of Delaware county, who

stated that his case will be railroaded.

—M. E. Green, of Delaware county, who arrived at Philadelphia yesterday after a European trip with his pretty bride, was arrested on a charge of bigamy, preferred by a woman who claims to have married him previously.

—A troop of Russian Hebrews have tried to cross the German frontier secretly at Thorn, but the plan was discovered and they were driven back. Two agents of an emigration company have been arrested in connection with the affair.

—William C. Turner, of New York, a life

nection with the affair.

—William C. Turner, of New York, a life insurance agent, attempted suicide by taking chloral in a cell at City Hall, Atlantic City, at an early hour yesterday morning. He was arrested on Friday on a charge of bigamy, and despondency is thought to have been the cause of the act. He will recover.

over.

-From Konigsburg, in East Prussia, comes a story of the self-crucifixion of a religious fanatic named Pusohke, residing at Bulack. The man bound his legs together, drove nails through his feet into the ground, and then, lying stretched out on his back, nailed his left hand to the ground, after which he stabbed himself repeatedly in the chest with his right hand. In spite of his injuries he may recover.

when his right hand. It appets this injuries he may recover.

—At Arcadia, La., Saturday night, five white men visited Dennis Cobb, a well-to-do negro, compelled him to accompany them and hanged him to a tree. As soon as he was pulled up each man took a shot at him and immediately left. Several bullets struck him, but he was still alive and struggling to free himself. Finally the limb to which he was hanging broke, and he crawled to his house, several hundred feet away, where he soon died from loss of blood and exhaustion. Two notorious toughs have been arrested for the deed, for which no cause can be assigned. The prisoners protest their innocence, but will be held for trial.

DOYOU COUGH DON'T DELAY TAKE BALSAM



GENUINE

Liver, Dizziness and Sick Headache, Palpitation of the Heart, Cramps, Dysentery, Diarrhosa, Scrofula and diseases arising from imperfect and depraved state of the blood, Piles, Costiveness, Nervousness, Affections of the Bladder and Kidneys. It properly taken we guarantee a cure. For sale by druggists, and

The Danner Medicine Co. 242 Federal st., Allegheny.
Price \$1 00 per bottle; six bottles for \$500.
Write for Testimonials.

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OIL WELL SUPPLIES.

J. W. M'FARLAND, 96 FOURTH AV. - - PITTSBURG, PA. BROKER IN OIL PROPERTIES.

HAYS & TREES, Contractors We make a specialty of building NATURAL SAS LINES AND WATER MAINS

OIL WELL SUPPLY CO.,

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PITTSBURG, PA

FAMILY SAFEGUARD OIL,

NEVER VARIES IN QUALITY.

Cannot be Exploded.

It is the very highest grade of refined petroleum, from which, in the process of manufacture, every impurity has been elim-inated.

A POSITIVE PROTECTION FROM LAMP

EXPLOSIONS. MAKES THE SAFEST AND BEST LIGHT KNOWN.

ELAINE! The Family OIL. From 1873 to 1892 Elaine cannot be improved upon

MANUFACTURERS.

BAILBOADS

PENNSYLVANIA RAILROAD. CHEDULE IN EFFECT DECEMBER 26, 1861. ins will leave Union Station, Fittabu as follows (Eastern Standard Time):— MAIN LINE EAST WARD. syivania Limited of Puliman Vestibule Cars y at 7:15 a. m., arriving at Harrisburg at 1:55 n. Philadelphia at 4:6 p. m., New York 7:00 n., Baltimore 4:40 p. m., Washington 5:55

p. m., Baltimore 4:60 p. m., Washington 5:55 p. m.

Reystone Express daily at 1:20 a. m., arriving at Harrisburg 8:25 a. m., Philadelphia 11:25 a. m.,

New York 2:00 p. m.

Atlantic Express daily at 2:30 a. m., arriving at Harrisburg 10:20 a. m., Philadelphia 1:25 p. m.,

New York 2:50 p. m. Baltimore 1:15 p. m.,

Washington 2:20 p. m.

Harrisburg Accommodation daily, except Sunday, 5:25 a. m., arriving at Harrisburg 2:20 p. m.

Harrisburg 3:50 p. m., Philadelphia 6:30 p. m.,

New York 2:35 p. m., Baltimore 6:55 p. m., Washington 8:15 p. m.,

New York 2:35 p. m., Baltimore 6:55 p. m., Washington 8:15 p. m.

Mail train Sunday only, 2:30 a. m., arriving at Harrisburg 3:50 p. m., Philadelphia 8:35 p. m.

Mail Express daily at 1:30 p. m., arriving at Harrisburg 1:50 a. m., Philadelphia 4:25 a. m.,

and New York 7:00 a. m.

Philadelphia Express.

Philadelphia Express daily at 4:30 p. m., arriving at Harrisburg 1:50 a. m., Philadelphia 4:25 a. m.,

and New York 5:00 a. m., Philadelphia 5:25 a. m., and

New York 5:00 a. m., Philadelphia 5:25 a. m., and

New York 5:00 a. m., Philadelphia 5:25 a. m., and

New York 5:00 a. m., Philadelphia 5:25 a. m., New York 5:20 a. m., Philadelphia 5:25 a. m., New York 5:20 a. m., Philadelphia 5:25 a. m., New York 5:20 a. m., Philadelphia 5:25 a. m., New York 5:20 a. m., Philadelphia 5:25 a. m., New York 5:20 a. m., Philadelphia 5:25 a. m., New York 5:20 a. m., Baltimore 6:20 a. m., Washington 7:20 a. m., All through trains connect at Jersey City with and Buffaio. Ticket offices, and Union station. DAVID Superintendent. JAMES. P eral Passenger Agent.

cept Surday. Derry Pigues 6, 8:50, 8:40, 10:38, Wall Accom, 5:25, 6:00, 7:40, 8:25, 8:50, 8:40, 10:38, 11:50 a. m., 12:15, 1:50, 1:20, 2:30, 3:40, 4:5 m., 12:25, 1:00, 2:20, 4:20, 5:20, 5:20, 7:20, 9:20, 10:30 p. m.

Wilkinsburg Accom. 5:25, 6:00, 6:15, 6:45, 7:00, 7:25, 7:40, 8:16, 8:25, 8:50, 9:40, 10:20, 11:00, 11:10 a. m., 12:01, 12:15, 12:20, 1:00, 1:20, 1:20, 0:20, 2:20, 2:15, 8:40, 4:00, 4:10, 4:25, 4:25, 4:20, 5:00, 5:10, 5:20, 6:45, 5:00, 6:20, 6:45, 6:00, 6:20, 6:45, 7:20, 7:25, 8:25, 9:00; 9:45, 10:20, 11:20, 11:20, and 11:10 night, except Monday. Bunday, 5:20, 8:40, 10:20, a. m., 12:25, 1:00, 1:20, 1

SOUTH-WEST PENN BAILWAY. For Uniontown, 5:25 and 8:25 a. m., 1:20 and 4:25

Week days.

MONONGAHELA DIVISION12:23, 1:00, 1:30, 2:20, 4:20, 5:30, 7:20, 9:00, 9:28,

ON AND APTER MAY 25, 1891.

For Monongahela City, West Brownsville and
Uniontown, 10:40 s. m. For Monongahela City
and West Brownsville, 7:25 and 10:40 s. m. and
4:50 p. m. On Sunday, 9:55 s. m. and 1:01 p. m.
For Monongahela City only, 1:01 and 5:550 p. m.
week days. Dravosburg accom., 6:00 s. m. and
3:20 p. m. week days. West Elizabeth accom.,
8:35 s. m., 4:15, 6:30 and 11:25 p. m. Sunday, 9:45
D. Dr. WEST PENNSYLVANIA DIVISION.

OF AND AFTER NOVEMBER 18, 1891. From FEDERAL STREET STATION, Allegheny City—
For Springdale, week-dayz, 6:20, 8:25, 8:50, 10:40, 11:50 a. m., 2:23, 4:15, 5:00, 5:40, 6:10, 6:20, 8:10, 19:30 and 11:40 p. m. Sundays, 12:25 and 5:30 18:29 and 11:60 p. m. Sundays, 12:25 and 5:20 p.

yo. Butler, week-days, 6:55, 8:50, 10:60 s. m., 3:15 and 6:10 p. m.

yor Bettler, week-days, 6:55, 8:50, 10:60 s. m., 3:15 and 6:10 p. m.

yor Freetper, week-days, 6:55, 8:50, 10:60 s. m., 3:15 and 8:20 p. m.

For Paulton and Sisinsville, week-days, 6:55 s. m., 3:15 and 10:20 p. m.

For Paulton and Bisinsville, week-days, 6:55 s. m., 3:15 and 10:20 p. m.

AST The Excelsion Baggage Express Company will call for not check baggage from hotels and residences. Time cards and full information can be obtained at the tleket offices—No. 110 Fifth avenue, corner Fourth avenue and Try street, sad Union station.

CHAS. E. PUGH,

General Manager.

Gen'l Pass'r Agent,

Prom Pittsburgh Union Station.
Pennsylvania Lines.
Trains Run by Central Time.

Southwest System-Pan Handle Route Southwest System—Pam Handle Rente
DEPART for Columbus, Cincinnati, Indianapolis, St.
Louis, points intermediate and beyond: \*1.20 2 m.,
\*7.00 a.m., \*6.46 p.m., \*11.15 p.m. Arrive from same
points: \*2.20 a.m., \*6.00 a.m., \*5.55 p.m.

DEPART for Columbus, Chicago, points intermediate
and beyond: \*1.20 a.m., \*12.05 p.m. Arrive from
same points: \*2.20 a.m., \*13.05 p.m.

DEPART for Washington, \*16.15 a.m., \*18.85 a.m.,
\*11.85 p. m., \*13.30 p. m., \*14.50 p.m. Arrive
from Washington, \*16.55 a.m., \*17.50 a.m., \*16.50 a.m.,
\*10.25 a.m., \*12.35 p.m., \*16.25 p.m.

DEPART for Wheeling, \*7.00 a.m., \*112.95 n'n.,
\*12.45 p. m., \*16.10 p. m. Arrive from Wheeling,
\*18.45 a.m., \*13.06 p. m. \*5.55 p. m.

Northwest System—Fort Wayne Route

Northwest System—Fort Wayne Route

DEPART for Chicago, points intermediate and beyond:

1.30 a.m., \*7.10 a.m., \*12.20 p.m., \*1.00 p.m., \*8.45

m. 111.30 p.m. Arrive from same points: \*12.05 p. m., 111.30 p.m. Arrive from same points: \*12.05 a.m., \*1.15 a.m., \*6.00 a.m., \*6.35 a.m., \*6.00 p. m., \*6.50 p. m. Drawar for Toledo, points intermediate and beyond:

Depart for Toledo, points intermediate and beyond:

7.10 a.m., \*12.20 p.m., \*1.00 p.m., 111.20 p.m. Andrew
from same points: ¶1.16 a.m., \*6.85 a.m., \*6.00 p.m.,

\*6.50 p.m.

Depart for Cleveland, points intermediate and
beyond: †6.10 a.m., \*7.10 a.m., †12.45 p.m.,

\*11.05 p.m. ARRIVE from same points: \*5.50 a.m.,

†2.15 p.m., \*6.00 p.m., †7.00 p.m.

Depart for Martins Ferry, Bridgeport and Bellaire
†6.10 a.m., †12.45 p.m., †4.10 p.m. ARRIVE from same
points: †9.00 a.m., †2.15 p.m., †7.00 p.m.

Depart for New Castle, Erie, Youngstown, Ashtabula, points intermediate and beyond: †7.20 a.m.,

†12.20 p.m. ARRIVE from same points: †1.25 p.m.,

†9.00 p.m.

Depart for New Castle, Jamestown, Youngstown
and Niles, †3.45 p.m. Arrive from same points:

†9.10 a.m.

Depart for Youngstown, \*12.20 p.m. Arrive from 19.10 a.m.
DEPART for Youngstown, \*12.20 p.m. Arrive from
Youngstown, \*6.50 p.m.
PULLMAN SLEEPING CARS AND PULLMAN DINING
CARS run through, East and West, on principal trains
of both Systems.

CARE run through, East and West, on principal trains of both Systems.

LOCAL SLEEPING CARE running to Columbus, Cincinnati, Indianapolis, Cleveland, Toledo and Chicago are ready for occupancy at Pittsburgh Union Station at 9 o'clock p. m.

THER TABLES of Through and Local Accommodation Trains of either system, not mentioned above, can be obtained at 110 Fifth Avenue and Union Station, Pittsburgh, and at principal ticket offices of the Pennsylvania Lines West of Pittsburgh.

\*\*Dally.\*\* IRK Sunday, IEX. Saturday.\*\* IEX. Monday.

JOSEPH WOOD, E. A. FORD,

General Hanney.

General Fassenger Agent.

BALTIMORE AND OHIO RAIL HOAD.

Schedule in effect December 20, 1891. Eastern

For Washington, D. C., Baltimore, Philadelphia and New York, "5:00 a, in. and For Washington, Pa., 7:20 and 19:30 a. m., 14:05, 7:20 and 11:35 p. m.

For Wheelling, 7:20, 39:30 a. m., 4:00, 7:30 and 11:35 p. m.

For Wheelling, 7:20, 39:30 a. m., 4:00, 7:30 and 11:35 p. m.

111:55 p. m. For Cincinnati and St. Louis, 7:22 a. m., 7:30

ield street,
J. T. ODELL,
General Manager.

CHAS. O. SCULL,
Gen. Pass. Agent,

1:50, 2:30, 3:40, 4:70, 4:70, 3:10, 5:10, 5:30 a. m., 712:30, 5:15, 7:30 p. m. From Cincinnati. Cheago and St. F. Louis, \*5:30 a. m., \*12:30, 7:30 p. m. From Sulfalo, \*5:30 a. m., 12:30, 9:30 p. m. From Sulfalo, \*5:30, \*10:90 a. m., 7:30 p. m. From Sulfalo, \*5:30, \*10:90 a. m., \*7:30 p. m. From Sulfalo, \*5:35, \*7:30, \*30 p. m. From Sulfalo, \*5:15, 7:30, \*30 p. m. From Buffalo, \*5:15, 7:30, \*30 p. m. From Buffalo, \*5:15, 7:30, \*30 p. m., \*12:30, 1:20, 5:15, \*7:30, \*30 p. m., \*12:30, \*30 p. m., \*12:30, \*30 p. m., \*12:30, \*30 p. m., \*12:30, \*30 p. m., \*30 p. m.,

ARRIVE-From New Haven, %:00 a. m., %:05 p. n. From West Newton, 6:15, %:00 a. m., %:05 p. m. McKeesport, Elizabeth, Monongahela City and Belle Vernon, \*6:45, il:05 a. m., \*4:00 p. m. From Belle Vernon, Monongahela City, Elizabeth and McKeesport, \*7:40 a. m., 1:20, \*5:05 p. m. \*Daily, \*5undays.only.

City ticket office, 629 Smithfield st.

PITTSBUBG AND WESTERN RAILWAY-Trains (C'tl Stan'd time). | Leave. | Arrive.

A LLEGHENY VALLEY BAILWAY CO.—ON A and after Sunday, March 20, 1822, trains will leave and arrive at Union station, Pittaburg, eastern standard time: Buffalo express leaves at 8:20 a. m., 5:35 p. m. (arriving at Buffalo at 5:45 p. m. and 7:20 a. m., b: arrives at 7:10 a. m., 6:35 p. m. Off. City and DuBois express—Leaves 5:20 a. m., 1:20 p. m.; arrives 1:00, 5:35, 10:00 p. m. Emlenton—Leaves 4:00 p. m.; arrives 1:00 p. m. East Brady—Leaves 4:00 p. m.; arrives 8:35 a. m., 5:35 p. m. Brae-burn—Leaves 5:05, 6:15 p. m.; arrives 8:05 a. m., 7:40 p. m. Valley Camp—Leaves 10:15 a. m., 12:05 a. m., 12:05 p. m.; arrives 6:00 a. m., 12:30, 2:15, 4:40 p. m. Hulton—Leaves 5:00, 9:50 p. m.; arrives 7:35, 11:20 p. m. Sunday trains—Buffalo express—Leaves 8:20 a. m., 8:36 p. m.; arrives 7:36 a. m., 6:35 p. m. Kittanning—Leaves 9:50 p. m.; arrives 9:15 p. m. Kittanning—Leaves 9:50 p. m.; arrives 9:15 p. m. Fraeburn—Leaves 9:50 p. m.; arrives 7:10 p. m. Pullman parlor buffet car on day trains and Pullman sleeping car on night trains between Pittaburg and Buffalo. Ticket offices, No 110 Fifth avenua and Union station. DAVID M'CARGO, General Superintendent. JAMES. P. ANDERSON, General Passenger Agent.

STEAMERS AND EXCURSIONS.

STEAMSHIP TICKETS TO AND FROM all parts of Europe, drafts, money orders, cable transfers and foreign coin at lowest New York rates. MAX SCHAMBERG & CO., No. 527 Smithfield st., Pittsburg, Pa. Established in 1866.

THE THOMAS FOREIGN TOURS.

A choice of 7 European tours, strictly select and limited, including a "four-in-hand" coacning trip of 30 days through England.

J. J. McCORMICK, Agent for Pittsburg, Pamb22-94-rrs

AMERICAN LINE.

Salling every Wednesday from Philadelphia and Liverpool. Passenger accommodations for all classes unsurpassed. Tickets sold to and from Great Britain and Ireland, Norway, Sweden, Denmark, etc.

INTERNATIONAL NAVIGATION CO., General agents, 305 Walnut st., Philadelphia. Full thformation can be had of J. J. Mc-CORMICK, 639 Smithfield street. LOUIS MOESER, 616 Smithfield street. mh8-44-TTS MOESER, 616 Smithfield street. mh8-44-rrs

CUNARD LINE—NEW YORK AND LIVER—NEW YORK AND LIVER—NEW YORK AND LIVER—NOTH river. Past express mail service.

Aurania, Apr. 2, 920-a.m. | Aurania, April 30, 8 a.m. | Umbria, April 30, 5 a.m. | Servia, May 14, 7 a.m. | Servia, April 32, 2 p.m. | Etruria, May 12, 1 p.m. | Cabin passage, \$60 and upward, according to location; second cabin, \$55.

Steerage tickets to and from all parts of Enrope at very low rates.

For freight and passage apply to the company's office, 4 flowling Green, New York. VERNON H. BROWN & CO., General Agents, or CHARLES P. SMITH, Third av. and Wood st., Agent for Pittsburg, Pa. | May 12 and 12 and

burg, Pa. mh28-D

WHITE STAR LINE—
For Queenstown and Liverpoot,
Royal and United States Mali Steamers.

Majestic, Mar. 30,7-30am "Majestic, Apr. 37, 4 p m
Germanic, Apr. 4, 2 p m Germanic, May 4, noon
Teutonic, Apr. 13, 5 p m "Teutonic, May 11, 4 pm
Britannic, Apr. 20, noon Britannic, May 8, 10-20am
From White Star dock, foot of West Tenthist.,
New York.

Second cabin on these steamers. Saloon rates,
80 and upward. Second cabin, 35 and \$40. Excursion tickets on favorable terms. Sterage, from the
old country, \$25; from New York, \$20.

White Star drafts payable on demand in all the
principal banks throughout Great Britain. Apply
to JOHN J. MCCORMICK, \$29 and 40! Smithheid
st., Pittaburg, or H. MAITLAND RERSEY, General Agent, 35 Broadway, New York, mh9-D

NETHERLANDS LINE SAILINGS FROM NEW YORK:
March 19, 9 A. M. Saturday, WERKENDAM.
March 25, 3 P. M. Saturday, VEENI A.M.
Steamers marked sail to and from Amsterdam;
others to and from Rotterdam.

Steamers marked sail to and from Amsterdam; all others to and from Rotterdam.

From Pier, foot of Fifth street, Hoboken.

First cabin, 45 to 455; second cabin, 456. Reduced excursion tickets. Steerage at low rates. For illustrated guide and passage apply to JOHN J. McCORMICK. 639 Emithfield street; LOUIS MOESER, 616 Smithfield street; MAX SCHAMBERG & CO., 527 Smithfield street.

INMAN LINE.

New York, Queenstown and Liverpool, From New York every Wednesday. City of Paris and City of New York, 10,500 tons each, City of Berlin, City of Chicago, City of Chester. PROM NEW YORK:

City of Chicago, Wednesday, Mar. 30, 7:00 A.M. City of Paris, Wednesday, April 6, 12:30 F. M. City of Berlin, Wednesday, April 13, 6:30 A.M. City of New York, Wed'day, April 20, 10:30 A.M. For rates of passage and other information, apply to INTERNATIONAL NAVIGATION COM-PANY. Gen'l Agents, 6 Bowling Green, New York, or to J. J. McCORMICK, 639 Smithfield st., Pittsburg. mhl7-rrs

Norddeutscher Lloyd Steamship Company

Fast Line of Express Steamers
New York to Southampton (London), Brümen.
SPRING SAILINGS, 1892. SPRING SALLINGS, 1892.

Ems. Sat., April 1 Trave, Tues., May 24 Havel, Tues., April 5 Ems., Sat., May 25 Sanle, Sat., April 9 Ems., Sat., May 24 Lahn, Tues., April 9 Ems., Sat., June 14 Lahn, Tues., April 19 Ehe, Sat., June 17 Sprec, Tues., April 19 Ehe, Sat., June 17 Sprec, Tues., April 19 Ehe, Sat., June 18 Trave, Tues., April 20 Aller, Sat., June 18 Trave, Tues., April 20 Aller, Sat., June 18 Trave, Tues., April 20 Aller, Sat., June 18 Havel, Tues., May 3 Ems., Sat., June 21 Havel, Tues., May 3 Ems., Sat., June 23 Lahn, Tues., May 10 Sanle, Sat., June 25 Lahn, Tues., May 11 Elbe, Sat., July 2 Elbe, Sat., May 11 Elbe, Sat., July 2 Aller, Sat., May 11 Elbe, Sat., July 2 Time from New York to Southampton, 7% days From Southampton to Bremen, 24 or 20 hours. From Southampton to London, by Southwestern Railway Co., 2% hours. Trains every hour in the summer season. Railway carriages for London await passengers in Southampton Docks on arrival of express steamers from New York.

Railway Co., 25 hours, transmisses for London summer season. Railway carriages for London await passengers in Southampton Docks on arrival of express steamers from New York.

These steamers are well known for their speed, comfort and excellent cuisine.

MAX SCHAMBERG & CO., 527 Smithfield st., LOUIS MOSER, 516 Smithfield st., J. F. ERNY Casiler German Savings and Dep. Bank, Agensi or Pittaburg

DRUNKENNESS

Or the Liquor Habit Positively Cured by Administering Dr. Haines, Golden Specific.

It is manufactured as a powder, which can be given in a glass of beer, a cup of coffee or tea, or in lood, without the knowledge of the patient. It is absolutely harmiess, and will effect a permanent and speedy cure, whether the patient is a moderate adminer or an alcoholic wreck. It has been given in thousands of cases, and in every instance a perfect cure has followed. It never falls. The system once impregnated with the Specific, it becomes an ester impossibility for the liquor appetite to exist, to page book of particulars free. To be had of L. RANKIN, Sixth and Penn av. Pittsburg. Trade supplied by GEO. A. KELLY & CO. Allogheny agents. E. HOLDEN & CO., 53 Federal st. 192-50-775

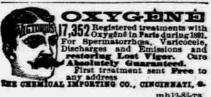
JAPANESE with six boxes, when purchased at one time, to refund the \$5 if not cured, issued by EMIL G. STUCKY. Druggist, Wholesale and Hetail Agent, Nos. 2601 and 1701 Penn ave., corner Wylle ave, and Fulton st. Pittsburg, Pa. Use Stucky's Diarrhoes & Cramp Cure. 25 and 50 cts. jai-s2-cod

WOOD'S PHOSPHODINE, The Great English Remedy.

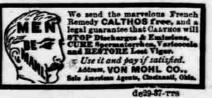


os. Fleming & Son, 412 Market street.

del7-51-eodwk



INSTANT RELIEF. Final cure in 10 days, and never returns. No purge, no salve, no suppository. Sufferers will learn of a simple remedy Free, by addressing TUTTLE & CO., 78 Nassau st., N. Y.City.



A BOOK FOR THE MILLION FREE YOUR TREATMENT,
WITH MEDICAL ELECTRICITY OF ALL OFFICE OF A STATE OF A

THE LATEST VETOES.

Mayor Gourley's Objections to That Sidewalk Ordinance.

SAYS IT IS AN OCTOPUS MEASURE,

Which Invites Monopoly in the Sidewalk Paving Business.

DON'T WANT ARMSTRONG ALLEY VACATED Mayor Gourley sent two veto messages to

Councils yesterday, one of which was sustained. The other was given the same reception accorded to the majority of the 35 messages of a similar character transmitted by His Honor since he became Mayor two years ago. It was passed over his veto without a corporal's guard supporting it in either branch. The first veto acted on yesterday was that

relating to the vacation of Armstrong alley in the Twenty-first ward. The opposition failed to secure enough votes to pass the ordinance over the veto and when reconsidered later failed again. The other was Chief Bigelow's sidewalk ordinance which was opposed so bitterly in committee by Councilman Ferguson. Its title is "An ordinance designating the kind and quality of sidewalks, the kind and quality and the setting of curbstone, laying of boardwalks and fixing the width and regulating the repair of the same." In his veto the Mayor

SAVS: Needs to Be Carefully Studied,

This ordinance must be not only read, but carefully studied, to be fully understood. I am sure it was not drawn by a member of Councils, nor do I believe it was prepared by the Chief of the Department of Public Works. It is far-reaching, exacting and comprehensive in its scope and character and touching the matters embraced in its provisions, it confers absolute power upon the Department of Public Works. There is but one right clearly and specifically reserved to the people, and that is the inalienable right of paying the expenses attending the improvements contemplated

the inalienable right of paying the expenses attending the improvements contemplated by the ordinance.

Section 2 provides that all streets which may have been or may be paved with asphalt, rectangular, Ligonier or grante block stone, or paving brick sidewalks, shall be laid with flagstone, artificial or granolithic stone or asphalt. On streets which have been or may be paved with irregular block stone or cobble stone, the sidewalks shall be laid with flagstone or brick. This section clearly provides that brick sidewalks shall be limited to streets paved with cobble stone or irregular block stone. Under this section it is within the power of the Department of Public Works to compel the property owners to remove the brick sidewalks on all streets paved with rectangular block stone or asphalt, and put down in their place flag stone, granolithic stone or asphalt pavement in accordance with the provisions of this ordinance. On Wood street, Fifth avenue, Wylie avenue, Penn avenue, Shady avenue, and on other streets too numerous to mention, brick sidewalks, which have been used in this city for a century and which are very generally used in all the cities of this country, must now or in the near future be removed, under the provisions of this ordinance, and flagstone, granolithic stone or asphalt pavement must be constructed at the expense of the owners of abutting property as provided.

Conferring Arbitrary Power.

Conferring Arbitrary Power.

It is but fair to state that the Chief of the Department of Public Works disclaims any ntention of effecting such an unreasonable revolution in the character of sidewalks, and further says it was not the intention to have the ordinance confer such arbitrary power the ordinance confer such arbitrary power. But the language of the section cited will bear no other interpretation, and that such is the meaning and intent of the ordinance is made manifest by a clause which says: "When it shall become necessary to replace the present sidewalks and curbstones they shall be replaced by the owners of the premises abutting thereon in the manner and of the materials provided for in this ordinance for the laying and setting of new sidewalks and curbstones, and in accordance with specifications herein contained."

with specifications herein contained The Chief of the Department of Public Works, under this ordinance, is the arbitrary Works, under this ordinance, is the arbitrary judge as to when it shall be necessary to remove the present brick sidewalks and control in their stead the flagstone, artificial or ranolithic stone, or asphalt pavement designated. Whenever, in his judgment, he deems it necessary, he gives the property owners 20 days' notice to discard the brick and substitute the new materials and fick and substitute the new materials, and if the work is not immediately done he is au-thorized to execute it himself and collect the cost and expense from the owners of abutting property according to law. Such is the power bestowed upon the Department of Public Works by the second section of this ordinance. If ruthlessly used, the help-less people may well exclaim: "Who shall deliver us from the hand of the oppressor?"

Afraid of Creating a Monopoly. I do not charge, I do not even intimate that this ordinance was prepared in the in-terest of a limited number of contractors, but that it will excite their admiration an command their approval there can be no possibility of doubt. It creates a monopoly by practically restricting the laying of side walks to a few individuals who construct pavements under high-sounding names and at a temperature of from 250 to 450 degrees Fahrenheit. Under this ordinance the brick-layers and stone masons, who have for more than a century been putting down sidewalks in an accentable manner was not that it? than a century been putting down sidewalks in an acceptable manner, are not "in it." Their occupation is gone. Competition is strangled. The unhappy property owners are consigned to the tender mercies of the contractors who are familiar with the qualitative and quantitative and sphalt," "Seandard sheet asphalt," "Trinidad asphalt," "Standard sheet asphalt," and "specially refined asphalt sheet asphalt and its ordinance treats specifically of the kind of ioundation upon which these diversified asphalts shall be laid; and I very much doubt whether any member of your honora-

sified asphalts shall be laid; and I very much doubt whether any member of your honorable body can produce the specifications of a building which describe the foundations with such minuteness, or which require such tests of materials, as are demanded by this ordinance for the ordinary foot-walks along our streets. True, the ordinance does not require piles driven or retaining walls to be built, but the ordinary mechanics who have been doing this class of work for a lifetime might just as reasonably engage a pile driver as employ a chemist, and assume the risk of having the Department of Public Works condemn his quantitative analysis or refect his work upon the grounds that the temperature of the materials was above or below the number of degrees, Fahrenheit, required by the specifications.

Discriminating Against the People.

Discriminating Against the People. It is proper and right to provide for and require the construction and maintenance of suitable and substantial sidewalks, but this can be done without compelling people to employ the professional skill and people to employ the professional skill and complicated machinery contemplated by this ordinance. Upon the foundation and binder so elaborately described in the ordi-nance, the Trinidad asphaltum pavement shall be laid one inch in thickness when compacted by rolling with a roller of not less than 500 pounds weight. This pavement shall be composed of the following, to wit: Refined asphaltum, 100 parts; heavy petroleum oil, 20 parts; fine

parts; heavy petroleum oil, 20 parts; fine sand and not more than I per cent of hydro-silicate of alumina; fine powder of carbonate

above, and the Mayor resumes:

You will pardon me for referring to this ordinance with some degree of particularity. I want, if possible, to show you how naturally and how inevitably, under its provisions, the work of constructing pavements will drift into the hands of two or three persons or firms. It creates an octopus whose arms will ultimately reach out and embrace the sidewalk of every property owner in this city. It discriminates against the people and transfers to the few an important branch of public work which has always been open to the many. It brings into prominence materials which, when used in our street pavements, have always been ligh-priced, and very often short-lived, unsubstantial and unsatisfactory.

Important to All Property Owners. There is no doubt that the sawed flagstone, three inches in thickness, required by the ordinance when limited to a width of four feet, as in the East End and other suburba districts of the city, forms a most desirable sidewalk. It is durable and perhaps not

eight or nine inches in thickness, thus involving an expense to the property owner of not less than \$1 per square foot. To the owner of a 20-foot lot having a 10-foot side-walk this means an expenditure of at least \$200. While, by some property holders, this expense would not be felt, it would prove a serious burden to many people whose worldly possessions are embraced in their little homes.

worldly possessions are embraced in their little homes.

That sidewalks should be constructed and constructed in a substantial manner no one will deny but I do not believe that the brick material which has been used from time immemorial, and which makes a satisfactory sidewalk when properly laid, should be discarded by the exercise of arbitrary power confeired upon any one man. Sidewalks, under the law, must be laid and kept in perpetual repair by the property holder, and they should not, in my judgment, be deprived of the reasonable discretion which I believe is conceded to them by legislation much higher than an ordinance of Councils.

Veto of an Alley Vacation.

Veto of an Alley Vacation. The Mayor's veto of the Armstrong va-cation is based on the objections presented by the remonstrants as stated in THE DIS-PATCH a few days ago. He states that he has personally examined into the matter and finds that the public interests do not demand the vacation and that the only per-sons benefited would be the two petitioners who would each receive ten feet of the 20 feet vacated. There are 11 signers to the remonstrance, three of whom, J. M. Armstrong, William F. Aull and W. F. Neeley have since withdrawn their names, but the alley can be graded so as to become useful, the Mayor says, and he is sure that outside the two petitioners the prevailing sentiment

is against the vacation

DEATHS HERE AND ELSEWHERE. Frank H. Dyer, Ex-U. S. Marshal. Frank H. Dyer, ex-United States Marshal Frank H. Dyer, ex-United States Marshal of Utah, died Friday in Salt Lake City after a surgical operation, from the effects of which he could not rally. He was appointed to office by President Cleveland, and when the Mormon Church property was escheated to the Government he was made receiver. When the same church last sumer became divided on national party lines he took an active part in the organization of the Democratic party, and had since used his influence to promote its advancement. He was originally from Mississippi, and was a personal friend of L. Q. C. Lamar, Justice of the Supreme Court, who secured for him his appointment to the Marshalship.

Pat Rooney, Comedian Pat Rooney, the Irish comedian, died. yesterday of pneumonia, after three days' lilness. He was 44 years old and a member of the Elks and of the Actors' Fund. He played three days ago in of the Actors' Fund. He played three days ago in Harrisburg, and was announced to play in Brooklyn next week. He was on his way to Wilmington, Del., with his company when taken ill and was brought to New York by a nurse. He lived only half an hour after reaching his home. He leaves a wife and six children, two of whom are on the stage, with Tom Murray in "The Irish Visitors" Company, which played to-day in Fremont, Neb. His wife was notified by telegraph of the death.

Charles K. Burt, Engraver. Charles Kennedy Burt, one of the oldest Charles Kennedy Burt, one of the oldest engravers in the country, died Friday night at his home, Brooklyn. He was born in Edinburg 69 years ago, and came to this country in his 19th year. He was a pupil of Sir William Allen, the celebrated engraver. For a long time he was employed in the Bureau of Engraving and Printing in Washington. Among his works are: "The Last Supper," after the painting of Leonardo da Vinci: "Sir Walter Raleigh Painting with His Wife," from Leutze's painting, and "Anne Page," after C. R. Leslie's painting.

John Cummings.

John Cummings, one of the oldest members in the Cathedral Band, died yesterday morning, at his the Cathedran Band, duely esserval morning, at his home on the Southside. He had the grip, and thought he was well enough to attend a meeting of the Musical Union a few days ago, On his return home he had a hemorrhage, and shortly afterward died. He was 40 years old and was born in Eng-land. The members of the band feel his loss Obituary Notes.

FRANCIS C. SESSIONS, of Columbus, has died at Hot Springs, S. C. He was a wealthy banker and was also an author and traveler. He was born in Springdeld, Mass., in 1830, and went to Columbus 50 years ago. CAPTAIN JOHN MCCLURE, an old riverman and a CAPTAIN JOHN MCCLURE, an old riverman and a "Forty-niner," died Sunday in McKeesport. He was a former owner of the towboats Kangaroo and Traveler, and had followed the river since he was it years of age.

James Campbell, an aged and well known

Canton man, died Sunday, a few hours after his return from Florida, where he had been for the benefit of his health. Mr. Campbell was a ploneer of Stark county and a retired business man. "UNCLE" EDMOND TURNER, colored, died nes the village of Tennessee Colony, Tex., Sunday, aged 104 years. In his youth Edmond was the carriage driver of the grandfather of Mrs. Jamison, wife of Colonel S. Jamison, banker, of New York, but formerly of this county, where he owned a large plantation before the war.

MICHAEL BURKE, a prominent Irish nationalist, died at Wilmington, Del., Sunday night, aged 48 years. Previous to the Blaine-Cieveland campaign in 1884 Burke had always been a stanch Democrat. He became a warm supporter of Blaine, however, and his conversion to the Republican fold brought with him a large number of Irish voters who supported Blaine.

COME. BUY NOW! The Great Sale of the Wholesale Stock of

Tallor-Made Suits, 301 Market Street, Cau't Last Much Longer. Everybody in Pittsburg is talking about this great sale. We started in a few weeks ago with over a hundred thousand dollars' worth of fine custom-made clothing, and we have hardly enough to last ten days more. This extraordinary selling, in a small store, is the best proof in the world that extraordinary bargains are offered. If the weather was right, we could have closed the entire stock this week; for we are sell-ing for 50 cents on the dollar men's suits, ing for 50 cents on the dollar men's suits, the like of which you cannot buy in any ready-made clothing store in this city for double the money. We are selling the very best made worsted and cassimere suits in dark and desirable shades—all wool, every thread—for \$10 that you can buy nowhere under \$20. We're selling for \$7 the regular \$15 suits of the trade (except that our's are made equal to Eastern work), and we are selling serviceable hard-wear-and-rough-usage suits for \$5 that will last a year unless you throw them in the fire. This is no fire you throw them in the fire. This is no fire bug insurance humbug nor clap-trap sale, but a genuine compulsory slaughter of the stock of the largest wholesale tailors in the East, which must be turned into eash at once to meet trade emergencies. Do you want to buy the best at the price of the worst? Do you want to get a present of \$10 on a \$10 suit? Buy here (and buy now)

at 301 Market street, corner Third avenue and opposite Gusky's.

LACE CURTAINS

At 75c a Pair and \$50 a Pair and All Grades Between. We have received the last package of an importation of 10,000 pairs of lace curtains direct from the European manufacturers.

The very latest productions of the foreufacturers of the world are to be round in this lot. When you want to buy come to the largest exclusive carpet and curtain house west of New York.

EDWARD GROETZINGER, 627 and 629 Penn Avenue.

Chamberlain's Cough Remedy SUPERIOR TO ANY OTHER. Mr. W. J. Mowrey, of Jarvisville, W. Va., says: "Since we have been handling Chamberlain's Cough Remedy we have sold it on a strict guarantee and found that every bottle did good service. We have used it ourselves and think it superior to any other preparation we know of." 50-cent bottles for sale by druggista.

CHILDREN'S Fast Black Ribbed Hose, extra strong and serviceable, spliced knee, ab-solutely stainless, just the thing for school wear, all sizes from 6 to 9, worth 40c, special price, 25 cents a pair.

FLEISHMAN & Co., 504, 506 and 508 Market street.

The People's Store, Fifth Avenue You'll find it on second floor—our new art and upholstery department. Special opening to-day. CAMPBELL & DICK.

SMALL price, big results. Piso's Cure for Consumption will stop your cough and do it quickly. Give it a trial. Your drug-

ROACHES, bed-bugs, etc., grow fat on insect powders, pastes, etc., but they never get away from Bugine, 25 cta at all dealers. TTSSu BISQUE OF BEEF herbs and aromatics for torpid liver and dyspepsia; 50c and \$1.

ANOTHER GOOD WELL

The Shaffer Farm in McCurdy Develops a Nice Producer.

DRY HOLE REPORTED ON THE FIFE. One Well at Noblestown Is Due to Reach

the Fifth Sand To-Day. REPORTS FROM THREE DISTRICTS

There was no change in the production of the McDonald field yesterday. Saturday it was 25,500 and Sunday it jumped to 27,000 barrels, and has remained at that point. This fulfilled the prediction made in THE DISPATCH that some of the wells coming in would be big and bring the production up

The old wells have not yet given out by long odds, as was evidenced by the increase in the Oakdale Oil Company's Nos. 2 and 3 Baldwin, which were stirred up Saturday and went from 20 to 55 barrels per hour. one good well came in yesterday in the Southwest end of the McCurdy field. It belongs to McGinniss & Co., and is making to barrels an hour. No new territory was

opened up by the well, and beyond increas-ing the output of the field it will not make any difference in the aspect of the district. Schlegel, Lenz & Fried's No. 1 on the Fife Schlegel, Lenz & Fried S No. 10s in Fife farm was almost through the sand yester-day and is practically dry. It is located on the western edge of developments and was drilled as a result of the developments at the New York Oil Company's No. 1 Fife which started off at nearly 20 barrels an Schlegel, Lenz & Fried are drilling three

Increased by a Shot, The well of Brown, Robison & Co.'s on the McMurry property east of Noblestown, which was shot Saturday, went up to 35 bar-

rels an hour.
Sunday afternoon the Jolly Oil Company's Sunday afternoon the Jolly Oil Company's well at Noblestown had filled a 220-barrel tank. The owners intended to shoot it yesterday afternoon.

Kennedy. Marshall & Co., were expecting the fifth sand last evening in their well on the McMurray lot, which is located a couple of hundred feet only southwest of Brown, Robison & Co.'s well.

Mercer & McClurg are on top of the Gordon sand on the McMurray property south of Noblestown station.

Greenlee & Forst's No. 1 on the McGrady lot west of Noblestown got a pay in the Gordon sand yesterday and made a number of good flows.

of good flows,
Vesey & Co.'s well on the McMurray was
within a few feet of the Gordon sand last

The Royal Gas Company's No. 2 on the Sauters and Patterson property near McDonald was in the Gordon yesterday and showed for a good producer. Porter & Co. are building a rig on the Donohue lot.

Guffey, Jennings & Co.'s No. 5 Bell was due in the Gordon last night. Gas in the Fourth Sand. Patterson & Jones' No. 5 on the Shaffer farm in southwest McCurdy, has developed into a big gasser from the fourth sand and can not be drilled to the fifth sand. Their No. 8 on the Kelso farm is drilling in the

can not be drilled to the first said.

No. 8 on the Kelso farm is drilling in the fourth sand.

Brown, Robison & Co. were compelled to pull the casing and beam down in their No. 3, on the McMurray farm.

Guffey, Jennings & Co. will get their last casing into No. 4, on the Matthews heirs' farm, to-day.

The Forest Oil Company is ready to drill on the Gregg farm, south of Gregg station. They are through the Big Injun sand, on the Stirling farm, a mile southwest of Oakdale. The Oakdale Oil Company has three wells drilling in the One-Hundred-Foot sand on the Wallace farm near the north end of the Elliott trastle, between Noblestown and Oakdale. Guffey, Queen & Co.'s No. 3 on the H. H. Wetmore farm is due in the sand to-morrow or Thursday.

Balley & Co. are putting the last casing in their well on the school house lot at Willow Grove.

The Philadelphia Gas Company drilled in

Grove.
The Philadelphia Gas Company drilled in a good gas well on the Vickers farm in Shaler township yesterday.

Three Outside Districts. MURROCKSVILLE—The Raccoon Oil Com-pany's No. 5, on the W. S. Armor farm, is in and showing for a fair producer. The John Purdy No. 2 is drilling, and the Texan well

is due this week. The Gordon Oil Company's to 7 on the Gordon farm, has su increased its production without being shot or drilled. It is now doing from 50 to 60 barreis a day.

WAYNESBURG—Lantz & Gerard's well, on
the Vance farm, is an the sand. It is only 15
feet from the old Vance well. It is 636 feet
to the top of the sand, 651 to the gas, 12 feet
to the pay, and altogether 655 feet deep.
BELMONT, W. VA.—The Broad Run Oil BELMONT, W. VA.—The Broad Aun On Company was recently reorganized. It has leased about 1,800 acres of territory, and will start a number of test wells before long. The Tenderfoot No. 1, on the Jackson farm, is reported to be showing for a nice

The McDonald Gauges The production of the field was 27,000, vesterday, the same as the day before. The hourly gauges were as follows: Matthews No. 3, 30; Jonnings, Guffey & Co.'s Herron No. 3, 30; Jonnings, Guffey & Co.'s Herron No. 4, 40; Devonian Oil Company's Nos. 1 and 2 Boyce, 25; Oakdale Oil Company's Nos. 2 and 3 Baldwin, 55; Forest Oil Company's No. 1 M. Wright, 40; No. 1 Jane Stewart, 60; Bussell, McMullen & Co.'s No. 1 Wettengel, 30; Crown, Robison & Co.'s No. 2 Walker, 20; McGinniss & Co.'s No. 2 Shaffer, 25; production 21,000. Stock in field, 62,000.

The runs of the Southwest Pennsylvania Pipe Line Company from McDonald Saturday were 2,054. The National Transit runs were 30,593; shipments, 23,734. Buckeye runs, 55,998; shipments, 13,555. Southern Pipe Line shipments, 13,552. New York Transit shipments, 23,811. Eureka runs, 559.

Yesterday's Market Features.

There were no interesting features no previously noted. The opening and highes was 55%c; lowest, 54%c; close, 55c. There was no change in refined. Dally average

A WONDERFUL PLANT. The Important Part That a Toothsome

Vegetable, Properly Combined, Is Taking in Modern Affairs. (Home News.) Here is what a great doctor says: "Everyone knows that celery is good for the nerves. But it is not generally known that celery, one, will not give that permanent help to the nerves which they require. Celery, combined with

ther vegetable things, is beyond question by far

run-down people." The discovery referred to by the doctor is the mly discovery ever made combining celery with just the right things in just the right way to produce wonderful and healthful effects upon the nerves and brain. It was accomplished after years of care and experimenting by Prof. Phelps, of Dartmouth College, and it is known to-day universally as Paine's Celery Compound. This is no eneap combination of cheap ingredients. It is no "nervine," "sarsaparilla," or other nostrum. It is a scientific chemical discovery and is so cknowledged by the profession and the public. But the real value of any and all discoveries must

be proven by use. This is just where this great Compound is most strong. Read a few of many ents concerning it. For the last six years I have been afflicted with neuralgia of the heart and general debility, and all that time have been drugged with morphine and quinine to kill the pain, but no cure. I am now taking Paine's Celery Compound, and it is doing me much good, for I have not had an attack sinamenced using it, and feel like another person.

When a man has lost his appetite, lost his sleep, and feels that life is a burden, he is in a seriou condition. I prescribe your Compound for my patients who have these common and dangerous symptoms, with invariably satisfactory results.

A. W. K. NEWTON, M. D.,

Saltillo, Pa.

Respectfully yours,
MRS. MARY A. WAGNER,

The mysterious qualities which go to make up nerve, make up strength, make up life can all be secured by just the right use of just the right thing. And the above facts, together with the proof of their truth are given with the hope that they may prove of benefit to you as they have to

Yours,

Countless cases of female complaints, such as leucorrhœa, ovarian troubles, organic diseases of the uterus or womb, displacements,

Bearing-down Feeling, causing pain, weight, and back-ache, inflammation, nervousness, have been permanently cured by

Lydia E. Pinkham's Vegetable Compound

the only truly reliable and harmless

remedy for all forms of female complaints. Its success is world-famed.

All Druggists sell it, or sent by mail, in form of Fills or Lasenges, on receipt of \$1.00. Liver Fills, 25.c. Correspondence freely answered. Address in confidence LYDIA E. PINKHAM MED. CO., LYNN, MASS. STENCILS, STEEL STAMPS, RUBBER STAMPS,

SEAL ENGRAVING. W. A. Bunting, 20 Fifth Ave ESTABLISHED 1874

**BLACK GIN** FOR THE KIDNEYS, Is a relief and sure cure for the Urinary Organs, Gravel and Chronic Catarrh of the Bladder.

The Swiss Stomach Bitters

The Swiss Stomach Bitters are a sure cure for Dyspepsia, tiver Complaint and every species of indigestion.

Wild Cherry Tonic, the most popular preparation for cure of Coughs, Colds, Bronchitis and lung troubles.

Either of the above, \$1 per bottle, or 6 for \$5. If your druggist does not handle these goods write to W.M. F. ZOELLER, sole M'f r, Pittsburg, Pa. 132-57 TTS

EPPS'S COCOA. BREAKFAST. BREAKFAST.

"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately layored beverage which may save us many heavy dectors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maiadies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly neurished frame."—Usef Exerce Gazette.

Made simply with boiling water or milk. Soid only in half-pound tins, by grocers, labelled thus: JAMES EPPS & CO., Homosepathic Chemista, my16-50-rus

GRATEFUL-COMFORTING.

DOCTORS LAKE
SPECIALISTS in all cases requiring scientific and confidential treatment. Dr. S. K.
Lake, M. R. C. P. S., is the old-

PLASTER dinary porous plast ters, it is a revolution in plasters. Wood's is the only plaster having power to dilate the pores and penetrate to the seat of pain. SOLD BY DRUGGISTS
EVERYWHERE
N.Y. Depot, 92 William St

It Ourse Celds, Coughs, Sere Throat, Croup, Influence, Whooping Cough, Bronchitis and Asthma. A certain cure for Consumption in first stages, and a sure relief in advanced stages. Use a once. You will see the excellent effect after taking the first dose. Sold by dealers everywhere. Largo bestles, 66 ceaus and \$1.06.





Danners' Essence of Health. A pure family medicine for toning up and rebuilding the system. One of the greatest blood purifiers known Unexcelled for the cure of Rheumatism, Coughiand Colds, Catarrh Asthma. Throat

Diseases, Torpic Liver, Dizziness and Sick Headache, Palpi

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Boom 410 Hamilton Building, PITTSBURG, PA.

After 19 Years of Trial, ELAIN

inated.

Elaine is free from benzine and paraffine; it will never chill in the coldest temperature known on this continent.

In color, Elaine is spring-water white, and its "fire test" is so high as to make it as absolutely safe as any illuminant known.

Having no disagreeable odor, Elaine is a pleasant oil for family use. Can be Burned in Any Petroleum Lamp.

100 Million Gallons ELAINE Sold in 18 Years WARDEN & OXNARD.

PIT TSBURG PA

For Cincinnati and St. Louis, 7:22 a. m., 17:30 p.m.

For Cincinnati, 11:55 p. m. (Saturday only.)

For Columbus, 7:20 a. m., 7:30 and 11:135 p. m.

For Newark, 7:20 a. m., 7:30 and 11:135 p. m.

For Chicago, 7:20 a. m. and 7:30 p. m.

Trains arrive from New York, Philadelphia, Baltimore and Washington, 78:20 a. m., 23:30 p. m.

From Columbus, Cincinnati and Chicago, 7:20 a. m., 78:50 p. m.

From Columbus, Cincinnati and Chicago, 7:20 a. m., 78:50 p. m.

Parlor and sleeping cars to Baltimore, Washington, Cincinnati and Chicago, 7:20 a. m., 78:50 p. m.

Parlor and sleeping cars to Baltimore, Washington, Cincinnati and Chicago, 7:20 a. m., 78:50 p. m.

Parlor and sleeping cars to Baltimore, Washington, Cincinnati and Chicago, 7:20 a. m., 78:50 p. m.

The Pitsburg Transfer Company will call for and check baggage from hotels and residences upon orders left at B. & O. ticket office, corner Fifth avenue and Wood street, 637 and 639 Smithfield street.

CHAS. O. SCULL,

DITTSBURG AND LAKE ERIE RAH,ROAD Company; schedule in effect November 15, 1891, Central time. P. & L. E. R. R.—Depart-For Cleveland. \*8:00 a. m., \*1:50, \*2:0, \*9:45 p. m. For Cincinnati, Chicago and St. Louis, \*1:50, \*2:45 p. m. For Buffalo, 8:00 a. m., \*1:20, \*9:45 p. m. For Salamanca, \*8:00 a. m., \*1:20, \*9:45 p. m. For Salamanca, \*8:00 a. m., \*1:50, \*8:00, \*8:00, 9:55 a. m., \*1:50, \*3:45 p. m. For Beaver Falls, 6:00, 7:00, \*8:00, 9:55 a. m., \*1:50, 3:20, \*3:20, 5:20, \*9:45 p. m. For Chartiers, \*16:30, 5:35, 6:00, \*16:55, 7:10, 1:55, 3:20, 3:45, \*4:20, 5:20, \*6:20, \*6:00, 19:45, 1:55, 3:20, 3:45, \*4:20, \*4:25, 5:10, 5:20, \*8:00, 19:45, 10:30 p. m.

much more expensive than a brick pave-ment the full width of the sidewalk. But a flagstone three inches in thickness will not answer the purpose when placed on a side-walk extending from building line to curb. It would very soon break into fragments, On such sidewalks the flagstone must be

The composition of Trinidad uulcanite asphalt pavement is also given at length as above, and the Mayor resumes: